

062-08/WLJ/JPG  
FREEHILL HOGAN & MAHAR LLP  
Attorneys for Plaintiff  
OCEANWISE SERVICES GMBH  
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New York, NY 10005  
(212) 425-1900  
(212) 425-1901 fax

William L. Juska (WJ 0772)  
Jan P. Gisholt (JG 3768)

UNITED STATES DISTRICT COURT  
SOUTHERN DISTRICT OF NEW YORK

-----X  
OCEANWISE SERVICES GMBH,

Plaintiff,

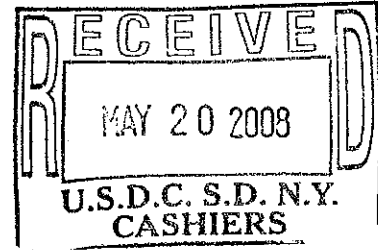
- against -

HO FENG MARITIME S.A.,

Defendant.  
-----X

08-Civ-

VERIFIED COMPLAINT



Plaintiff OCEANWISE SERVICES GMBH (hereinafter "OCEANWISE"), by its attorneys Freehill, Hogan & Mahar, LLP, as and for its Verified Complaint against Defendants HO FENG MARITIME S.A. (hereinafter "HO FENG") allege upon information and belief as follows:

1. This is an admiralty and maritime claim within the meaning of Rule 9(h) of the Federal Rules of Civil Procedure in that it involves a claim for the breach of a maritime contract of charter party. This case also falls under this Court's admiralty and maritime jurisdiction pursuant to 28 U.S.C. §1333. Jurisdiction is also proper pursuant to the Court's federal question jurisdiction pursuant to 28 U.S.C. §1331. Federal jurisdiction also exists because the action

arises under the New York Convention on the Recognition and Enforcement of Foreign Arbitral Awards at 9 U.S.C. §201 *et seq.* and/or the Federal Arbitration Act, 9 U.S.C. §1 *et seq.*

2. At all times relevant hereto, Plaintiff OCEANWISE SERVICES GMBH was and still is a foreign business entity duly organized and existing under the laws of a foreign country with an address at Fuerstenwall 146, 40217 Düsseldorf, Germany.

3. At all times relevant hereto, Defendant HO FENG MARITIME S.A. was and still is a foreign business entity existing under the laws of a foreign country with an office and place of business at 642, Bo-ai 2nd Road, Zuoying District, Kaohsiung, China, Republic of Taiwan.

4. OCEANWISE, as disponent owner,<sup>1</sup> entered into a maritime contract of charter party with HO FENG, as charterer, under a charter recapitulation dated July 18, 2006 (the "Charter") to carry 14,000 metric tons of steel coils (plus or minus 5% in HO FENG's option) from Kaohsiung, Taiwan to Setubal, Portugal. The agreed dates for the shipment were between August 21 and August 27, 2006<sup>2</sup>. A copy of the Charter is annexed hereto as Exhibit A.

5. The Charter with HO FENG to carry the 14,000 metric tons of steel from Kaohsiung, Taiwan to Setubal, Portugal served as the main or "base" cargo around which other cargo booking contracts were to be made.

6. OCEANWISE entered the charter market to secure a suitable vessel to carry the contracted 14,000 metric ton base cargo along with other completion cargo parcels.

7. Based on having the contract for the 14,000 metric ton parcel with HO FENG in-hand, OCEANWISE concluded another maritime transportation contract with Ever Century

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<sup>1</sup> OCEANWISE did not own the vessel that was to carry the booked cargo, but instead was to charter it from another entity.

<sup>2</sup> The agreed dates for a shipment or "laydays" are the window of time during which a ship owner must tender its ship for the loading of a cargo. The charterer is not obliged to start loading before the commencement of laydays. The charterer may cancel the charter if the ship does not tender prior to the expiration of laydays (which is called the canceling date). Laydays are also referred to as "lay/can."

Investments Limited for the transportation of 5,000 metric tons of steel coils and plates (plus or minus 5%) from Shanghai, China to Bilbao, Spain, at \$67 per metric ton, with agreed laydays between August 12 and August 20, 2006. A copy of the charter party recapitulation for the 5,000 metric ton completion cargo is annexed hereto as Exhibit B.

8. On August 11, 2006, Defendant HO FENG breached the Charter with OCEANWISE by canceling the contract for the transportation of 14,000 the metric tons of steel coils from Kaohsiung, Taiwan to Setubal, Portugal (*see* Exhibit C), resulting in OCEANWISE's loss of profit of **\$213,850.00**. *See* Exhibit D.

9. As a result of HO FENG's breach of Charter, OCEANWISE did not have sufficient cargo to charter-in its own vessel and OCEANWISE was forced to mitigate damages by booking the 5000 metric ton steel cargo on another vessel. (The actual quantity shipped was 5,128.223 metric tons aboard the M/V HABIBE ANA.) The loss in freight based on having to book this cargo on another vessel amounts to **\$33,921.89**. *See* Exhibit E.

10. The Charter between OCEANWISE and HO FENG provides for disputes to be resolved by arbitration at London, England, with English law to apply. *See* Exhibit A, Clause 18.

11. OCEANWISE satisfied all of its obligations under the charter with HO FENG.<sup>3</sup>

12. In all, HO FENG owes OCEANWISE for damages for breach of Charter in the sum of **\$247,771.89**, no part of which has been paid, though duly demanded.

13. OCEANWISE has commenced arbitration in London with HO FENG pursuant to the terms of the Charter.

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<sup>3</sup> It should be noted that HO FENG breached its contract on August 11, 2006, six days before OCEANWISE was required to nominate a performing vessel under the Charter (August 17, 2006).

14. This action is brought *inter alia* pursuant to 9 U.S.C. §8 in order to obtain security for OCEANWISE's claims made or to be made in arbitration in London, England under English law, as agreed by the parties.

15. As a regular feature of English law and arbitration, attorneys fees are awarded to the successful litigant, along with costs, disbursements and the cost of the arbitration, all of which constitutes a part of the Plaintiffs' claim and the amount sued for herein.

16. OCEANWISE estimates that it will incur approximately **\$80,000.00** in awardable attorneys fees, disbursements, and costs of the arbitration.

17. Interest is also typically awarded under English law and arbitration, regularly at the rate of LIBOR plus 1-2% compounded quarterly (approximately 7.5%). OCEANWISE estimates that it will be awarded approximately \$19,235.00 in interest per annum. OCEANWISE estimates that the arbitration in this action will be resolved in approximately two and one-half years. Accordingly, OCEANWISE estimates that it will be awarded approximately **\$48,087.50** in interest, which also constitutes a part of the Plaintiff's claim and the amount sued for herein.

18. In all, the claim for which OCEANWISE sues in this action, as near as presently may be estimated, totals **\$375,552.14**, no part of which has been paid by HO FENG. OCEANWISE specifically reserves its right to amend this figure and to seek an increase in the amount of security should such sum appear to be insufficient to fully secure OCEANWISE.

19. Upon information and belief, and after investigation, Defendant HO FENG cannot be "found" within this district for the purpose of Rule B of the Supplemental Rules of Certain Admiralty and Maritime Claims, but Plaintiff is informed that Defendant has, or will shortly have, assets within this District comprising, *inter alia*, cash, funds, credits, debts, wire transfers,

electronic funds transfers, accounts, letters of credit, freights, sub-freights, charter hire and/or sub-charter hire, of, belonging to, due to, from, or for the benefit of Defendant HO FENG (hereinafter, "ASSETS"), including but not limited to "ASSETS" at, being transferred through, or being transferred and/or wired to or from banking institutions or such other garnishees who may be served with a copy of the Process of Maritime Attachment and Garnishment issued herein.

**WHEREFORE**, Plaintiff OCEANWISE prays:

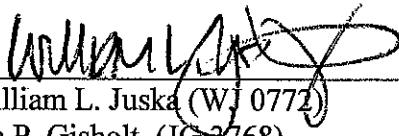
- a. That process in due form of law according to the practice of this Court issue against the Defendant, citing it to appear and answer under oath all and singular the matters alleged, failing which a default will be taken against it in the principal amount of **\$247,771.89** plus interest, costs and attorneys fees;
- b. That since Defendant cannot be found within this District pursuant to Supplemental Rule B, all tangible or intangible property of the Defendant, up to and including the sum of **\$375,552.14**, be restrained and attached, including but not limited to any cash, funds, credits, debts, wire transfers, electronic funds transfers, accounts, letters of credit, freights, sub-freights, charter hire, sub-charter hire, and/or any other property of, belonging to, due to, from, or for the benefit of Defendant (collectively "ASSETS"), including but not limited to such "ASSETS" as may be held, received or transferred in its own name or as may be held, received or transferred for its benefit at, through, or within the possession, custody or control of such banking institutions and/or any such other garnishees who may be served with a copy of the Process of Maritime Attachment and Garnishment issued herein; and

- c. That this Court retain jurisdiction over this matter for purposes of any subsequent enforcement action as may be necessary; and,
- d. For such other, further and different relief as this Court may deem just and proper in the premises.

Dated: New York, New York  
May 19, 2008

FREEHILL HOGAN & MAHAR, LLP  
Attorneys for Plaintiffs  
OCEANWISE SERVICES GMBH

By:

  
\_\_\_\_\_  
William L. Juska (WJ 0772)  
Jan P. Gisholt (JG 3768)  
80 Pine Street  
New York, NY 10005  
(212) 425-1900  
(212) 425-1901 fax

**ATTORNEY VERIFICATION**

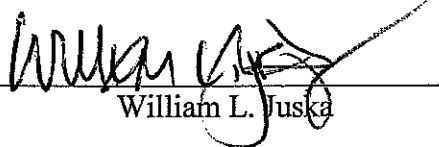
State of New York     )  
                                  ) ss.:  
County of New York    )

WILLIAM L. JUSKA, being duly sworn, deposes and says as follows:

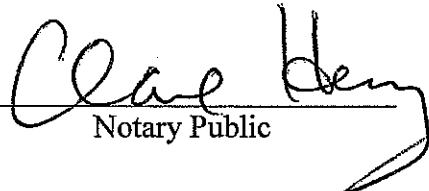
1.     I am a partner with the law firm of Freehill Hogan & Mahar, LLP, attorneys for Plaintiff in this action, I have read the foregoing Verified Complaint and know the contents thereof, and the same is true to the best of my knowledge, information and belief.

2.     The sources of my information and the grounds for my belief are communications, information and documentation provided by our client.

3.     The reason this verification is made by an attorney and not by the Plaintiff is because the Plaintiff is a foreign entity, none of whose officers are presently within this Judicial District.

  
\_\_\_\_\_  
William L. Juska

Sworn to before me this  
19<sup>th</sup> day of May, 2008

  
\_\_\_\_\_  
Notary Public

CLARE HENRY  
Notary Public, State of New York  
No. 01HE4831498  
Qualified in Kings County  
Certificate in New York County  
Commission Expires October 31, 2009



Exhibit A

Ex. A



mail@ocean-wide.net

Von: Davis Leung [anfarl@anfarl.com.hk]  
 Gesendet: Dienstag, 18. Juli 2006 12:59  
 An: DD/OCEANWIDE  
 Cc: ANFARI  
 Betreff: 14.000 MTS 5 PCT MOLCHOFTN - KAO/ SETUBAL PORTUGAL

INO/DAVIS

FROM MOTION/TAIPEI  
 ++++++

RE: 14 K STL COIL KAO TO SETUBAL

CHTS CFM USD49 PMT FIO 1/1. HEREBY PLS ASK OWNS TO CFM  
 RECAP IN ORDER:

QTE -

- CHTRS: HO FENG MARITIME S.A. GUARANTEE BY  
 SHANG SHING INDUSTRIAL CO., LTD
- OWNERS: OCEANWISE SERVICES GMBH GUARANTEED BY  
 IMT SHIPPING AND CHARTERING GMBH WITH  
 SAME ADDRESS:  
 FUERSTENWALL 146, 40217 DUESSELDORF
- PERFORMER TB HANDYMAX/PANAMAX GRID/GLSS IN OWNERS OPTION  
 MAX 25YRS HIGHEST CLASS/PANDE COVERED  
 OWNERS TO DECLARE PERFORMING VESSEL 10 DAYS PRIOR  
 TO ETA KAO PORT AND THE NOMINATED VESSEL TO BE FOR  
 TRADER/RECEIVERS APPROVAL ONE WORKING DAY AFTER  
 NOMINATION.
- CARGO 14000 MT STEEL COIL MAX 25T/UNIT 5% MOLCO  
 MAX 3 TIERS LOADING
- ISBP KAOHSIUNG (MAX DRAFT 10.35 METER) / ISBP SETUBAL
- LYCN 21-27/AUG/2006
- FRT USD49.00 PMT FIOST 1/1
- L/D AND TAIWN BERTH TERMS COST TO BE FOR CHARTERERS ACCOUNT
- SHORE CRNE BOTH ENDS TO BE FOR OWNERS ACCT AND  
 ARRANGEMENT IF VESSEL IS CHARLESS OR GEAR NOT CAPABLE TO LIFT  
 CHARTERERS INTENDED
- OWNERS SATISFY THEM SELF FOR BOTH LOADING/DISCHARGING PORT  
 RESTRICTION.
- CHARTERERS AGENT AT LOADING PORT WITH REASONABLE PORT DISBURSEMENT  
 APPROVED BY OWNERS AND OWNERS AGENT AT DISCHARGING PORT
- L/D RATE: CQD BENDS

12.12.2006

- DETENTION: USD17000 PIDPR IF CAREGO AND OR CARGO DOCUMENTS NOT READY UPON VESSEL ARRIVAL, DETENTION TIME TO BE COMMENCED TO CUNTER ASPER GENCON 1PM/8AM
- AS PART CARGO IN OWNERS OPTION, SEPERATION IF RQRD TO BE FOR OWNERS ACCOUNT AND ARRANGEMENT
- TAIWAN FREIGHT TAX IF ANY TO BE FOR OWNERS ACCOUNT.
- COMM TOTAL 3.75 % THERE IAC (2.5 + 1.25 ANFARI HK)
- OTHER ASPER PRESENT VOYAGE MV IRAN KERMANSHAH CHARTER PARTY DATE 31/MAY/2006
- / ADDENDEUM NO.1 DATED 20/JUNE/2006
- SUB STEM 1800 HRS 19/JULY/2006 (WED..) END

UNQTT -

ABOVE TERMS BASING ON THE LAST FIXTURE RECAP WE SENT FR PRESENT VOYAGE DATED 31/MAY/PM 2154 HRS OUR TIME FR YR EASY REF.

PLS CFM ABOVE IN ORDER

RGDS/SUSIE

12.12.2006

1 Shipbroker

MOTION MARINE CO. LTD

1 Owners / Place of business (Cl. 1)

OCEANWIDE SERVICES GMBH  
GUARANTEED BY IMT SHIPPING AND CHARTERING  
GMBH

5 Vessel's name (Cl. 1)

PERFORMING VESSEL TO BE NAMED

7 (TWT) All told on summer load line in metric tons (abt) (Cl. 1)

9 Expected ready to load (abt) (Cl. 1)

10 Loading port or place (Cl. 1)

ONE SAFE BERTH; ONE SAFE PORT OF  
KAOHSIUNG; TAIWAN

12 Cargo (also state quantity and margin in Owner's option, if agreed, if full and complete cargo not agreed state "part cargo" (Cl. 1)

15500 MT HOT ROLLED COILS WITH MAX 25T/ UNIT, 5% MORE OR LESS  
IN CHARTERERS OPTION

13 Freight rate (also state whether freight prepaid or payable on delivery) (Cl. 4)

USD 46.00 PER METRIC TON UNDER FIOS TERMS

15 State if vessel's cargo handling gear shall not be used (Cl. 5)

SEE CLAUSE NO. 4

17 Shippers/Place of business (Cl. 6)

SHANG SHING STEEL INDUSTRIAL CO. LTD

18 Agents (loading) (Cl. 6)

WINMAX MARITIME CORP.

19 Agents (discharging) (Cl. 6)

OWNERS AGENT

20 Demurrage rate and manner payable (loading and discharging) (Cl. 7)

ATTENTION CLAUSE SEE RIDER CL. 8

23 Freight Tax (state if for the Owners' account (Cl. 13C))

SEE CLAUSE 14

25. Law and Arbitration (state 19(a), 19(b) or 19(c) of Cl. 19, if 19(c)  
agreed also state Place of Arbitration) (if not filled in 19(a) shall  
apply) (Cl. 19)

SEE RIDER CLAUSE 18

(a) State maximum amount for small claims/shortened arbitration (Cl. 19)

Signature (Owners)

OCEANWIDE SERVICES GMBH

RECOMMENDED

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL  
UNIFORM GENERAL CHARTER (AS REVISED 1922, 1976 and 1994)  
(To be used for trades for which no specially approved form is in force)  
CODE NAME: "GENCON" Part 1

2 Place and date

TAIWAN, 28<sup>th</sup> APRIL, 2006

4 Charterers/Place of business (Cl. 1)

HO FENG MARITIME S.A. TAIWAN

6 GRT/NRT (Cl. 1)

8 Present position (Cl. 1)

TRADING

11 Discharging port or place (Cl. 4)

ONE SAFE BERTH OF ONE SAFE PORT,  
SETUBAL, PORTUGAL14 Freight payment (state currency and method of payment; also beneficiary and  
bank account) (Cl. 4)

SEE RIDER CLAUSE NO. 5

16 Laytime (if separate laytime for load, and disch. is agreed, fill in a) and b) If total  
laytime for load, and disch., fill in c) only) (Cl. 6)

a) Laytime for loading

CQD

b) Laytime for discharging

DCQ

c) Total laytime for loading and discharging

21 Cancelling date (Cl. 9)

20th JULY, 2006

22. General Average to be adjusted at (Cl. 12)

24. Brokerage commission and to whom payable (Cl. 15)

26. Additional clauses covering special provisions, if agreed

Signature (Charterers)

HO FENG MARITIME S.A.

RIDER CLAUSE TO IMT SHIPPING AND CHARTERING TBN WITH C/P DATE 30<sup>TH</sup> MAY, 2006

1. CHTRS: HO FENG MARITIME S.A. GUARANTEE BY  
SHANG SHING INDUSTRIAL INDUSTRIAL CO., LTD  
  
OWNERS: OCEANWISE SERVICES GMBH GUARANTEED BY  
IMT SHIPPING AND CHARTERING GMBH WITH  
SAME ADDRESS:  
FUERSTENWALL 146, 40217 DUESSELDORF
2. PERFORMER TB HANDYMAX/PANAMAX GRD/GLSS IN OWNERS OPTION  
MAX 25YRS HIGHEST CLASS/PANDI COVERED  
OWNERS TO DECLARE PERFORMING VESSEL 10 DAYS PRIOR  
TO ETA KAO PORT AND THE NOMINATED VESSEL TO BE FOR  
TRADER/RECEIVERS APPROVAL ONE WORKING DAY AFTER  
NOMINATION.
3. LASHING /SECURING / DUNNAGE AND TAIWAN BERTH TERMS COST  
TO BE FOR CHARTERERS ACCOUNT AND ARRANGEMENT  
WHICH TO BE PERFORMED AS INTERNATIONAL STANDARD AND TO  
MASTERS SATISFICATION, THE MASTER SHOULD NOT  
UNREASONABLY REQUEST FOR IT.
4. SHORE CRANE BOTH ENDS TO BE FOR OWNERS ACCOUNT AND  
ARRANGEMENT IF VESSEL IS GEARLESS OR GEAR NOT CAPABLE  
TO LIFT CHARTERERS INTENDED CARGO AS MENTIONED
5. FULL FREIGHT TO BE PAID WITHIN FIVE ( 5) BANKING DAY AFTER  
COMPLETING OF LOADING. IN CASE 'FREIGHT PREPAID' BILL(S)  
OF LADING TO BE ISSUED, OWNERS TO RELEASE SAID BILL(S)  
OF LADING AGAINST CHARTERERS BANK SLIP OF FREIGHT PAYMENT  
  
FREIGHT TO BE DEEM AS EARNED WHEN CARGO LOADED ONBOARD  
DISCOUNTLESS, NON-RETURNABLE WHETHER CARGO AND OR  
VESSEL LOST OR NOT LOST.
6. OWNERS SATISFY THEM SELF FOR BOTH LOADING/DISCHARGING  
PORT RESTRICTION
7. CHARTERERS AGENT AT LOADING PORT WITH REASONABLE PORT  
DISBURSEMENT AND OWNERS AGENT AT DISCHARGING PORT
8. DETENTION: USD17000 PDPR IF CARGO AND OR CARGO DOCUMENTS  
NOT READY UPON VESSEL ARRIVAL. DETENTION MONEY IF ANY TO BE  
SETTLED WITHIN 3 WEEKS AFTER COMPLETING OF LOADING AND  
IF ANY AT DISCHARGING PORT TO BE SETTLED WITHIN 3 WEEKS AFTER  
COMPLETING OF DISCHARGING
9. COMBINED CARGO ALLOWED, AND OWNERS TO INFORM COMBINED  
CARGO DETAILS AND LOADING/DISCHARGING ROTATION UPON  
NOMINATION FIXING OWNERS COMBINED CARGO SHOULD NOT BE  
HARMFUL TO CHARTERERS INTENDED CARGO, SEPERATION IF REQUIRED  
FOR COMBINED CARGO TO BE FOR OWNERS ACCOUNT AND ARRANGEMENT

RIDER CLAUSE TO IMT SHIPPING AND CHARTERING TBN WITH C/P DATE 30<sup>TH</sup> MAY, 2006

10. THE STEVEDORES DAMAGE TO THE VESSEL, IF ANY, AT BOTH LOADING AND DISCHARGING PORTS, SHALL BE SETTLED BETWEEN OWNERS AND STEVEDORES DIRECTLY SUCH DAMAGES ARE REPORTED BY THE MASTER TO CHARTERERS/AGENTS/STEVEDORES WITHIN 48 HOURS AFTER OCCURRENCE. CHARTERERS HOWEVER TO RENDER UPMOST ASSISTANCE IN SETTLING ANY EVENTUAL STEVEDORE DAMAGE.
11. SHIPPERS/CHARTERERS/RECEIVERS TO HAVE THE OPTION USE FORKLIFTS DURING LOADING AND DISCHARGING OPERATIONS AND OWNERS TO ALLOW THE USE OF FORKLIFTS IN ALL COMPARTMENTS AND WARRANT THAT THE VESSEL IS IN EVERY RESPECTS SUITABLE TO ALLOW FORKLIFTS OPERATION.
12. MASTER/OWNERS TO CABLE TO CHARTERERS VESSEL'S ETA LOADING PORT AT 10/7/5/3/2/1 DAYS INTERVAL, AS WELL AS 20/15/10/7/5/3/2/1 DAYS INTERVAL ETA DISCHARGING PORT NOTICE.
13. SHIPSIDE TALLY TO BE FOR OWNERS' ACCOUNT AND SHORESIDE TALLY TO BE FOR CHARTERERS' ACCOUNTS BOTH ENDS. OWNERS NOT BE RESPONSIBLE FOR THE CARGO WEIGHT LOADED ONBOARD BUT MUST BE RESPONSIBLE FOR THE NUMBER OF PIECES LOADED ONBOARD AND TO SIGN SAME ON MATE'S RECEIPT AS WELL AS IN BILL (S) OF LADING.
14. ANY TAXES/DUES/WHARFAGE ON VESSEL / FREIGHT TO BE FOR OWNERS ACCOUNT AND SAME ON CARGO TO BE FOR CHARTERERS ACCOUNT. TAIWAN FREIGHT TAX IF ANY TO BE FOR OWNERS ACCOUNT.
15. LIGHTERNING/LIGHTERAGE IF ANY TO BE FOR PARTY WHO ORDERING SAME
16. IN CASE ORIGINAL BILLS OF LADING NOT ARRIVAL DISCHARGING PORT BEFORE COMMENCE OF DISCHARGING, OWNERS AGREE TO RELEASE ENTIRE CARGO AGAINST RECEIVERS BANK LOI, FOR WHICH, TO BE FOR CHARTERERS APPROVAL BEFORE RELEASING CARGO TO RECEIVERS.
17. NEW JASON CLAUSE, NEW BOTH TO BLAME COLLISION CLAUSES, CHAMBER OF SHIPPING WAR RISK CLAUSE 1 + 2, P & I BUNKER CLAUSE ARE DEEMED TO BE INCORPORATED IN THIS CHARTER PARTY. OWNERS GUARANTEE THAT ALL VESSEL'S CERTIFICATE INCLUDING ISM/DOC/P & I / ISPS/CLASS CERTIFICATES ARE VAILD DURING THE VOYAGE  
  
REQUIRED CERTIFATE ISSUED BY SAME ENTITY AS THE BILLS OF LADING CERTIFYING THAT THE CARRYING VESSEL IS ISM CODED CERTIFIED AND ITS OWNERS OR OPERATORS HOLD A CURRENT ISM CODE DOCUMENTS OF COMPLAANCE
18. ANY DISPUTE ARISING UNDER THIS CHARTER PARTY TO BE REFERRED TO ARBITRATION IN LONDON AND ENGLISH LAW TO

APPLY. ONE ARBITRATOR TO BE NOMINATED BY OWNERS AND THE OTHER BY THE CHARTERERS. IN CASE THE ARBITRATORS SO CHOSEN SHALL NOT AGREE, THEN AN UMPIRE TO BE APPOINTED BY THEM. AND THE AWARD OF THE ARBITRATION OF UMPIRE TO BE FINAL AND BINDING UPON BOTH PARTIES. THE ARBITRATORS/ UMPIRE SHALL BE COMMERCIAL AND SHIPPING MEN.

19. IF THERE IS REMARK ON MATE'S RECEIPT OWNERS TO ISSUE 'CLEAN ONBOARD' BILL(S) OF LADING AGANST SHIPPERS & CHARTERERS SINGLE L.O.I IN OWNERS P & I WORDING

20. OAP IF ANY TO BE FOR CAHRTEREERS ACCOUNT FOR VESSEL'S AGE WITHIN 25 YEAR OLD.

21. OTHER ASPER GENCON 1994  
END

AS OWNERS

AS CHARTERERS:

.....  
OCEANWISE SERVICES GMBH  
GURANTED BY IMT SHIPPING AND  
CHARTERING GMBH

.....  
HO FENG MARITIME S.A.

mail@ocean-wide.net

Von: Davis Leung [anfarl@anfari.com.hk]  
Gesendet: Mittwoch, 19. Juli 2006 11:27  
An: DD/OCEANWIDE  
Cc: ANFARI  
Betreff: Fw: KAO/SETUBAL (21-27TII AUG., 2006)

INO/DAVIS

----- Original Message -----

From: susie  
To: ANFARI HKG  
Sent: Wednesday, July 19, 2006 17:09  
Subject: Fw: KAO/SETUBAL

DAVIS/SUSIE

RE: KAO TO SETUBAL

RCVD FLWG FM CHTRS

QTE -

CHTR PLS TO CFM SUBJECT LIFTED FR THE 21-27/AUG SHPMENT.

UNQTE-

R6DS/SUSIE

12.12.2006



Ex. B



08.08.2006

(A)

UPON VSL'S ARRVL AT LOAD PORT / DISCHARGE PORT.  
DETENTION TIME TO COMMENCE TO COUNT AFTER NO. R. TENDERED ANY TIME, DAY, NIGHT.  
SHINC  
IN THE PERIOD OF LAYCAN AND DETENTION CL., AS PER  
GENCON CP 1994.  
DETENTION RATE : TO BE MUTUALLY AGREED UPON PERFORMING VSL IS NOMINATED.

DETENTION, IF ANY, TO BE SETTLED WITHIN 20 DAYS AFTER COMPLETION OF LOADING OR  
DISCH  
AS THE CASE MAY BE WITH SUPPORTING DOCS (NOR/SOF/TIME SHEET, ETC...) WITH  
MUTUALLY AGREED.

11/CGO RELEASE AT DISCHPORT ONLY AGAINST ORIGINAL DS/I. OR RCVR' BANK GTRZ.

12/PART CARGO ALLOWED

13/LASHING/SECURING/DUNNAGE CHARGES & MATERIALS TO BE FOR CHRS A/C N ARRANGEMENT  
AND TO BE PERFORMED TO MASTER'S SATISFACTION.

14/SHORE CRANES/FLOATING CRANE TO BE FOR CHR'S A/C & ARRANGEMENT AT DISCHPORT  
IF VSL GEAR IS OUT OF ORDER. VESSEL IS GEARLESS.

15/ANY LIGHTENING/LIGHTERAGE DUE TO VSL'S LOA/DRAFT EXCEEDING PORT'S LIMITATION  
TO BE FOR OWNERS' ACCT.

16/OWRS AGENT AT LOADPORT & DISCHPORT.

17/THE VESSEL IS EQUIVALENT TO 100A1 IN LLOYDS REGISTER. THE VESSEL IS ENTERED  
WITH THE P AND I CLUB

18/CAP IF ANY TBF CHRS A/C

19/TAXES/DUES ON CGO TBF CHTRS ACCT, SAME ON VSL/FRT TBF OWRS ACCT.

20/SHIPSIDE TALLY TBF OWRS A/C, SHORE SIDE TALLY TBF CHTRS A/C  
COMPULSORY TALLY AT LOADPORT TBF OWRS A/C.

21/THE STEVEDORES, ALTHOUGH APPOINTED BY CHARTERERS OR SHIPPERS OR THEIR AGENTS,  
TO BE UNDER THE DIRECTION AND CONTROL OF THE MASTER. CHARTERERS OR  
SHIPPERS SHALL NOT BE RESPONSIBLE FOR THE ACTS AND DEFAULTS OF THE  
STEVEDORES. ALL CLAIMS FOR DAMAGES ALLEGEDLY CAUSED BY STEVEDORES TO BE  
SETTLED DIRECTLY BETWEEN STEVEDORES AND OWNERS. MASTER TO NOTIFY  
STEVEDORES OF DAMAGE, IF ANY, IN WRITING WITHIN TWENTY FOUR (24) HOURS OF  
OCCURRENCE. CHARTERERS TRY UTMOST TO ASSIST THE SETTLEMENT.

22/VSL NOT TO BE DRY DOCK DURING THIS VOY CHARTER

23/ARBITRATION IN HONG KONG WITH ENGLISH LAW TO BE APPLIED

24/TOTAL 3.75 PCT (2.5 ADCOM)

25/SUBJ 24 HR STEM TO BE LIFTED BY 1800 HR HKG TIME 3RD AUG 2006 (THUR.,)

26/SUBJ 24 HR FOR ACCEPTANCE OF PERFORMING VSL AFTER NOMINATION IS MADE BY OWRS.

27/OWISE AS PER MV MASTRO GIORGIOS /CP DATED 23RD MAY 2006 WITH GENCON 1994  
END RECAP.

PLS KINDLY LIFT STEM BY 1800 HR HKG TIME 3RD AUG 2006 (THUR.,) ON TIME.

PLS KINDLY ADV THE SIZE /LENGTH OF THE PLATE. PACKING LIST, TKS.

08.08.2006



EX-C

mail@ocean-wide.net

Von: Davis Leung [anfari@anfari.com.hk]  
Gesendet: Freitag, 11. August 2006 05:56  
An: DD/OCEANWIDE  
Cc: ANFARI  
Betreff: Fw: KAO /SETUBAL SHIPMENT

15A to day before now KAO  
21 11/106

11 AUG 2006

INO/DAVIS

----- Original Message -----

From: winmax kao  
To: susie ; Davis Leung  
Sent: Friday, August 11, 2006 11:27  
Subject: KAO /SETUBAL SHIPMENT

DEAR SIR,

JUST RECEIVED A INFORMATION FM CTR THAT, RECEIVER CANCELLED THIS SHIPMENT DUE TO THEY DO NOT AGREE TO EXTEND L/C TILL 31/AUG. 2006(LAST SHIPMENT DAY IS 15/AUG. 2006).

PLS DO NOT ARGUE VSL TO KAOHSIUNG TO AVOID ANY LOSE FOR BOTH ENDS.

BRGDS!!  
Kent Hsieh  
Winmax Maritime Corp.  
Tel:886-7-8159271  
Fax:886-7-8155950  
E-Mail:winmaskh@ams17.hinet.net  
kent\_hsieh@winmax.com.tw  
M/P:886-939592782  
Website:www.winmax.com.tw  
MSN:KENTHSIEH156@HOTMAIL.COM

12.12.2006



Ex D

**Betreff: HO FENG – CALCULATION**

TBN

43.474 mts DWAT on 11.319 m draft

speed/consumption 12.8 kn on abt 23 mts IFO 180 plus 2 mts MDO

Consumption in Port (working) 2.5 mts MDO

Bunker prices IFO 180 = USD 350 MDO = USD 680

Cargoes:

5.100 mts plates @ USD 67,- less 5 pct Comm Shanghai / Bilbao = USD 324.000

14.000 mts coils @ USD 49,- less 5 pct Comm Kaohsiung / Setubal = USD 651.700

23.000 mts wire rod in coils @ USD 60,- less 5 pct Comm Huangpu / Bilbao = USD 1.311.000

Total USD 2.286.700

The vessel was fixed basis dop Nantong - then the calculation would be as follows:

1 day positioning to Shanghai  
 3 days loading at Shanghai  
 3 days passage via Ishigaki to Kaohsiung  
 4 days loading at Kaohsiung  
 2 days passage to Huangpu  
 6 days loading at Huangpu  
 32 days passage to Setubal  
 3 days discharge at Setubal  
 2 days passage to Bilbao  
 6 days discharge Bilbao  
 62 days in total

62 x USD 22.000,- less 3.75pct adcom	USD 1.312.850
D/A SHANGHAI	25.000
D/A Ishigaki	5.000
D/A Kaohsiung	15.000
D/A Huangpu	35.000
D/A Suez	150.000
D/A Setubal	30.000
D/A Bilbao	50.000
Bunker:	
40 days x 23 ts x USD 350	325.000
135 mts MDO x USD 680	95.000
P+I / Supercargoes etc	30.000
Total	USD 2.072.850
Estimated Profit	USD 213.850



Ex. E

page 2 of 2

Tax to:

Ho Feng Maritime Co. S.A.

dated:

23 July 2007

	Cargo Quantity	Freight	Total	
Cargo quantity (MT)	5128.223	\$67.00	343,590.94	
Less commission at 3.75%			12,884.66	
Total freight receivable				330,706.28
Sublet cargo quantity (MT)	5128.223	\$66.00	338,462.72	
Less commission at 1.25%			4,230.78	
Total freight received for sublet cargo				334,231.94
Less QDA fee				-5,000.00
Less demurrage				-32,447.55
				296,784.39
Loss to Owner				<u>-33,921.89</u>



3 - SuJET

mail@ocean-wide.net

Von: Davis Leung [davis@ahfari.com.hk]

Gesendet: Mittwoch, 29. August 2006 14:21

An: DD/OCEANWIDE

Betreff: Fw: RECAP (INT) - MV HABIBE ANA / 5000 MTS STEEL PLATE - SHANGHAI (REGION  
NBR. 10) / BILBAO

INO/DAVIS

=====

RE: MV HABIBE ANA - / AGG INT SHIPPING + CHARTERING  
5000 MTS 5 PCT MOLCHOPTN HR PLATES  
SHANGHAI (REGION NBR. 10) / BILBAO, SPAIN  
LYCN 30 aug - 7 sept 2006  
=====

THE FIXTURE RECAP

=====

ALL NEGOTIATIONS/EVENTUAL FIXTURE TO BE KEPT STRICTLY PRIVATE AND  
CONFIDENTIAL

DISP. OWRS: DAEWOO LOGISTICS / SEOUL  
ACCT: INT SHIPPING & CHARTERING / DUESSELDORF, GERMANY

PERFORMG VSL :-

MV HABIBE ANA  
BLT 1985 - TURKISH FLAG - STD - 80  
DWT SUMMER : 43474 ON 11.319  
GRT : 26045 / NRT: 13684  
LOA : 183.84 M / BEAM : 30.40 M  
TDC : 19.60 MTR AT SUMMER DRAFT  
GR/BT : 1.892.667 CUFT / 1.848.256 CUFT  
TYPE OF H. COVER : MC GREGOR STEEL FOLDING TYPE.  
PITCH SIZ : NO1 : 19.20 X 15.30 NO2,3,4,5 : 28.80 X 15.30 MTR  
SHD/SHA 4 X 25 MTS CHAMPS  
CLASS : LR / PANDE CLUB : NORTH OF ENGLAND  
ADA

VSL ETAD NANJING 23/27 AUG  
ETA/D ZHANGJIAGANG 27/29 AUG  
ETA/D CHANGSHU 29/30 AUG  
ETA SHANGHAI 30/31 AUG  
WP AGW

PART CGO BASIS  
2/ 5,000 MT 5 PCT MOLCO HOT ROLLED PLATES (PACKING LIST HAS BEEN  
PROVIDED) - (ABT 5089.974 MTS)  
3/ LOADING PORT: 1SBP SHANGHAI - BERTH NBR. 10  
VSL'S ARRVL DRAFT 9.5M, SAILING DRAFT 10.5M

4/ DISCHARGING PORT: 1SBP BILBAO, SPAIN - OWRS BERTH

5/ LYCN: 30 AUG - 7 SEPT., 2006

23.08.2006

19/07/2007

15:52

LOCEM100

WILM44410001144

Seite 2 von 4

6/ L/RATE: 2500 MTS SHINC (INTENTION HOLD NO.1 - AFTER PART)  
4000 MTS SHINC (IF BASIS 2 HOLDS). OWRS TO DECLARE THEIR  
INTENTION BY TOMO - 24 AUG 2006  
D/RATE: CQD DISCHARGE  
7/ FREIGHT USD66.- PMT FIOS L/S/D BSS 1/1

8/ FULL FRT TB PAID IN USD TO OWRS NOMINATED BANK ACCT W/ 3 BKG DAYS  
ACQ.

'FREIGHT PREPAID' 'CLEAN ONBOARD' BS/L AND TO BE RELEASED TO  
SHIPPER AT LOADPORT, AFTER FRT HAS BEEN RECVD.

FRT TB REGARDED EARNED AS CGO TAKEN ON BOARD DISCOUNTLESS N  
NON-RETURNABLE WHETHER VSL AND/OR CGO LOST OR NOT LOST

9/ IF MATE'S RECEIPT HAVE ANY REMARKS, CHRS TO ISSUE SINGLE LOI FOR  
CLEAN BS/L

(IF NECESSARY) WITH OWR'S PNI CLUB WORDINGS WITHOUT BANK  
ENDORSEMENT.

10 DEM/DES : USD 22,000 DHD WTS

DETENTION : USD 22,000 PDPR

CHRS TO REMAIN LIABLE FOR DAMAGES FOR DEMURRAGE/DETENTION  
SHOULD

CHRS/SHIPPERS/RECEIVERS FAILS TO ARRANGE FOR ALL  
CARGO DOCUMENTATION,

CLEARANCE PROCEDURES, UPON VSL'S ARRVL AT LOAD PORT / DISCHARGE  
PORT.

DEMURRAGE/DETENTION TIME TO COMMENCE TO COUNT AFTER N.Q.R.  
TENDERED

ANY TIME, DAY, NIGHT, SHINC IN THE PERIOD OF LAYCAN AND DETENTION  
CL.

AS PER GENCON CP 1994.

DEMURRAGE AT LOADPORT TO BE SETTLED TOGETHER WITH OCEAN FRT.

DETENTION, IF ANY, TO BE SETTLED WITHIN 20 DAYS AFTER COMPLETION  
OF DISCH WITH SUPPORTING

DOCS (NOR/SOFTIME SHEET, ETC...) WITH MUTUALLY AGREED.

11/CGO RELEASE AT DISCHPORT ONLY AGAINST ORIGINAL BS/L OR RCVR'  
BANK GTEE.

12/PART CARGO ALLOWED

13/LASHING/SECURING/DUNNAGE CHARGES & MATERIALS TO BE FOR CHRS  
A/C N ARRANGEMENT

AND TO BE PERFORMED TO MASTER'S SATISFACTION.

14/SHORE CRANES/FLOATING CRANE TO BE FOR CHR'S A/C & ARRANGEMENT  
AT DISCHPORT

IF VSL GEAR IS OUT OF ORDER. VESSEL IS GEARLESS.

15/ANY LIGHTENING/LIGHTERAGE DUE TO VSL'S LOAD/DRAFT EXCEEDING  
PORT'S LIMITATION

TO BE FOR OWNERS' ACCT.

16/CHRS AGENT AT LOADPORT, SHANGHAI

23.08.2006

(3)

MINSUENG INTERNATIONAL SHIPPING AGENCY COMPANY LIMITED  
ADDRESS: 6/FE NO.137 HAINING ROAD-SHANGHAI CHINA  
TELE: (021)63247848(DIRECT LINE) F:021663568218EXT 209,244,216  
FAX:F:021663560380  
TELEX:33352 MSSCO CN  
PUBLIC E-MAIL:MSSHAGENCY@163.NET  
PIC/OPERATE MANAGER LIU ZHEN EXT209 (MP:13916149746)  
BOARDING:MR.WANG XIN SHENG(MP:13301663709)  
VICE GENERAL MANAGER:MR.TONG ZHI ZHONG EXT216

OWRS AGENT AT BILBAO

17/THE VESSEL IS EQUIVALENT TO 100A1 IN LLOYDS REGISTER. THE VESSEL IS ENTERED WITH THE P AND I CLUB

18/OAP IF ANY TBF CHRS A/C

19/TAXES/DUES ON CGO TBF CHTRS ACCT, SAME ON VBL/FRT TBF OWRS ACCT.

20/SHIPSIDE TALLY TBF OWRS A/C, SHORE SIDE TALLY TBF CHTRS A/C  
COMPULSORY TALLY AT LOADPORT TBF OWRS A/C.

21/THE STEVEDORES, ALTHOUGH APPOINTED BY CHARTERERS OR SHIPPERS OR THEIR AGENTS,

TO BE UNDER THE DIRECTION AND CONTROL OF THE MASTER.

CHARTERERS ARE

RESPONSIBLE FOR THE ACTS AND DEFAULTS OF THE STEVEDORES. ALL CLAIMS

FOR DAMAGES ALLEGEDLY CAUSED BY STEVEDORES TO BE SETTLED DIRECTLY

BETWEEN CHTRS AND OWNERS. MASTER TO NOTIFY STEVEDORES OF DAMAGE, IF ANY,

IN WRITING WITHIN TWENTY FOUR (24) HOURS OF OCCURRENCE.

CHARTERERS TRY UTMOST

TO ASSIST THE SETTLEMENT AND CHTRS ARE ULTIMATELY RESPONSIBLE FOR STEVEDORE DAMAGE.

22/VSL NOT TO BE DRY DOCK DURING THIS VOY CHARTER

23/ARBITRATION IN HONG KONG WITH ENGLISH LAW TO BE APPLIED

24/TTL 1.25 PCT TO ANFARI SHIPBROKING HKG.

25/SUBJ 24 HR STEM/SHIPPER/RECEIVER'S APPRVL WHICH TO BE LIFTED AFTER FIXING MAINTERMS.

27/SUB CHR'S P/F O/P

END RECAP.

TRUST RECAP AS ABV IN GOOD ORDER.

TKS/RGDS

DAVIS LEUNG - DIR TEL: (852) 2851 3233

MOB (032) 9880 1885

MSN: davis\_leung@hotmail.com

23.08.2006

## DAEWOO LOGISTICS CO., LTD.

5TH FL., DAEWOO CENTER BLDG., 541 NAMDAMUNRO 5, CHUNG-KU, SEOUL, KOREA  
TEL : (82)2-759-3701/3/02/3703 FAX : (83)2-759-2554 TTX : K 35018 DWLOG E-MAIL : KMMK@DAEWOO.COM

## INVOICE

MESSERS : IMT SHIPPING &amp; CHARTERING / DUESSELDORF, GERMANY

VESSEL : MV HABIBE ANA V.001

INVOICE NO. : DWLHAAV-06

CARGO : STEEL PLATE 5,128.223MT

B/L NO. SHHBLBHBA609001

I/PORT : SHANGHAI, CHINA

ISSUE DATE : 2006.09.12

D/PORT : BILBAO, SPAIN

SAILING DATE : 10TH SEP. 2006

PARTICULARS	DEBIT	CREDIT
▶ SHANGHAI - BILBAO 5,128.223 MT X USD66 PMT (LESS)BROKERAGE 1.25 %	USD4,230.78	USD338,462.72
▶ DEMURRAGE		USD 32,447.55
SUB-TOTAL	USD 4,230.78	USD370,910.27
BALANCE DUE TO OWNERS	USD366,679.49	
GRAND TOTAL	USD366,679.49	USD366,679.49

## BANK ACCOUNT

BENEFICIARY BANK : KORAM BANK

KORAM BANK, DAEWOO CENTER BRANCH, SEOUL, KOREA

SWIFT CODE : KOAMKRSE

ACC NO : 157-00161-430 (USD)

CORRES BANK : CITIBANK, N.A. NEW YORK

SWIFT CODE : CITIUS33

BENEFICIARY : "DAEWOO LOGISTICS CO., LTD"

RE : MV HABIBE ANA IMT SLPG

DAEWOO LOGISTICS CO., LTD.

Authorized Signature

**VESSEL'S DESCRIPTION**

ALL DETAILS BELIEVED TO BE TRUE AND GIVEN IN GOOD FAITH, BUT WITHOUT GUARANTEE

<u>GENERAL</u>				
Name	: <b>MV "HABIBE ANA"</b>			
Name / Nationality of Master	: Capt. Orhan Senturk		Turkish	
Type	: Geared Singledecker / Bulk Carrier			
Previous Names	: ex MV "OCEAN CARRIER"			
Call Sign	: T C 3 D			
Sat.-Com. Telex	: 427 113 430			
Sat.-Com. Phone Fax	:			
Internet E-Mail	: 427113430@INMC.EIK.COM			
Port of Registry	Flag	Reg.-No.	: Istanbul Turkey 7269	
Build	Month / Year	: 1985		
Builders	Name	: Tsuneishi Shipbuilding Co. Ltd.		
	City / Country	: Japan		
Length Overall	: 185.84 mtrs			
LBP	: 177.97 mtrs			
Breath Overall	: 30.40 mtrs			
Depth Moulded	: 16.20 mtrs			
Height from Keel to Highest Point	: 47.00 mtrs			
Height from Waterline to Hatchcoamin Light	: 18.00 mtrs			
	Ballasted	: 14.00 mtrs		
	Loaded	: 10.00 mtrs		
Max. Airdraft	Light	: 41.50 mtrs		
	Ballasted	: 38.00 mtrs		
	Loaded	: 36.00 mtrs		
GRT / NRT	International	: 26,046.000	13,684.000	
GRT / NRT	Panama	: 26,738.000	20,624.000	
GRT / NRT	Suez	: 25,964.000	23,385.420	
Summer-	DWAT / Draft / TPC	: 43,474.000	11.319	49.60
	DWAT on 10,00 mtrs	: 36,867.000		
	DWAT on 9,50 mtrs	: 34,445.000		
	DWAT on 9,00 mtrs	: 32,042.000		
	DWAT on 8,00 mtrs (LAKES)	: 26,620.000		
	DWCC on 8,00 mtrs (LAKES)	: 24,920.000		
	DWAT on 7,90 mtrs	: 16,812.000		
Tropical-	DWAT / Draft / TPC	: 44,643.000	11.554	
Winter-	DWAT / Draft / TPC	: 42,309.000	11.084	
Fresh Water Allowance	: cms			
Lightweight Displacement	: 8,206.000 mtons			
Constants excluding Fresh Water	: 350.000 mtons			

<b><u>ENGINE ROOM</u></b>				
Main Engine	: Mitsui B&W			
Bowthruster	: J. bhp			
Speed Laden	: 12.8 knots			
Consumption at Sea	IFO	23.0	mtons	
	MDO	2.0	mtons	
Consumption in Port (Working)	IFO	0.0	mtons	(24 HOURS)
	MDO	2.5	mtons	(24 HOURS)
Consumption in Port (Idle)	IFO	0.0	mtons	
	MDO	2.0	mtons	
Speed in Ballast	: 13.0 knots			
Consumption at Sea	IFO	21.5	mtons	

	MDO	:	2.0 mtons
Grade of IFO		:	380 CST RMG 35, Vanadium 300 mg/kgs
Grade of MDO		:	MGO DMA
Capacity of IFO-Tanks		:	1,650.000 mtons
Capacity of MDO-Tanks		:	300.000 mtons
Fresh Water Capacity		:	350.000 mtons
Fresh Water Evaporator		:	10.000 mtons per day
Fresh Water Consumption		:	10.000 mtons per day
Sewage Tank available		:	YES
Ballast Capacity		:	11,845.000 cbm
De-Balasting Speed		:	cbm per Hour

**INSURANCE**

Headowner	Name	:	Icdas Celik Enersi ve Tersane Ulasim S.A.
	City / Country	:	Istanbul Turkey
Headowners P+I-Club		:	North of England
Disponent Owner	Name	:	./.
	City / Country	:	./.
Disponent Owners P+I-Club		:	./.
Manager	Full Style	:	Mardeniz Shipping Managements Co.
	Street	:	Büyükcemele
	ZIP-Code / City	:	TR - 34900 Istanbul
	Phone	:	+90 / 212 / 875 2732
	Fax	:	+90 / 212 / 875 2738
	E-Mail	:	MARDENIZ@SUPERONLINE.COM
	Person in Charge	:	Mr. Umit Akman
T/C Owner		:	Log-O-Mar
T/C Owners P+I-Club		:	The Steamship Mutual Underwriting Association Ltd., London
Classification Society		:	Lloyd's Register of Ships
Class		:	
Ice Strengthened?		:	
Hull Underwriters		:	Anadolu Sigorta
H&M-Value		:	USD 11,000,000.00
Full ITF-Covered		:	
ISM-Certificate		:	YES
Type of Cargoes during last three Voyages		:	

**CARGO SPACE**

Gear		:	4 Cranes
S.W.L.		:	25.000 mtons
Outreach		:	6.80 mtrs
Position of Cranes/Derricks		:	Aft of Hold No. 1, 2, 3 and 4
No. of Grabs		:	./.
HOLD / HATCHES		:	./.
Hatch Dimensions	(L X W)	No. 1	19.20 15.30 mtrs
		No. 2	20.80 15.30 mtrs
		No. 3	20.80 15.30 mtrs
		No. 4	20.80 15.30 mtrs
		No. 5	20.80 15.30 mtrs
Hatchcover Type		:	MacGregor
Height of Hatchcoaming		:	2.80 mtrs
Hold Dimensions	(L X W)	No. 1	22.20 12,00 / 24,00 mtrs
		No. 2	27.20 24.00 mtrs
		No. 3	27.20 24.00 mtrs
		No. 4	27.20 24.00 mtrs
		No. 5	27.20 24,00 / 12,00 mtrs

Height of Hold	:	17.00 mtrs
Flat Bottom Dimensions (L X W)	No. 1	20.10 9,00 / 17,70 mtrs
	No. 2	20.40 17.70 mtrs
	No. 3	20.10 17.70 mtrs
	No. 4	20.10 17.70 mtrs
	No. 5	20.70 15,00 / 8,40 mtrs
are Holds Unobstructed	:	YES
are Holds Hoppered	:	YES
DECKSTRENGTH ON:		
Main-Deck	:	3.300 mtons per sqm
Hatchcovers	:	2.000 mtons per sqm
Tweendeck	:	./ mtons per sqm
Tanktop	No. 1	21.940 mtons per sqm
	No. 2	21.940 mtons per sqm
	No. 3	22.750 mtons per sqm
	No. 4	21.940 mtons per sqm
	No. 5	21.940 mtons per sqm
Strengthened for alternate Loading	:	Holds No. 2 and 4 may be empty
Strengthened for Heavy Cargoes	:	YES
Grain Cubic Breakdown	No. 1	9,914.100 cbm
	No. 2	11,113.500 cbm
	No. 3	11,126.700 cbm
	No. 4	11,006.900 cbm
	No. 5	10,372.500 cbm
		<u>53,533.700 cbm</u>
Bale Cubic Breakdown	No. 1	9,595.000 cbm
	No. 2	10,822.700 cbm
	No. 3	10,837.800 cbm
	No. 4	10,834.800 cbm
	No. 5	10,190.300 cbm
		<u>52,280.600 cbm</u>
CO2 Fitted?	:	YES
Hold Ventilation	:	YES
Deck Stantion Fitted?	:	NO
Panama Canal Fitted?	:	YES
Suez Canal Fitted?	:	YES
Great Lakes Seaway Fitted?	:	NO
Grain-Carriage Fitted (Chpt IV, Solas 1974)?	:	YES
Australian Hold Ladder Fitted?	:	YES
Suitable for Grab Discharge	:	YES
GA / CAP	:	